

Subject: Dollars and Sense of the Sea to Sky Highway Improvements

Date: Sun, 23 Nov 2003 22:14:58 -0800

From: Corrie Kost <corrie@kost.ca>

To: council@dnv.org, council@westvancouver.net

CC: fonvca@fonvca.org

Your Worship & Members of Council,

I did some "back of the envelope" calculations on the cost subsidy/resident of the following three projects:

- The Lions Gate Refurbishing
- A Third Crossing of Burrard Inlet
- The Sea to Sky Highway Improvements

About \$100m was spent on the Lions Gate refurbishing, which for the approximately 200,000 residents it serves amounts to a "subsidy" of about \$500/person. No tolls or other user pay mechanisms were put in place.

The cost of a Third Crossing (tunnel) for the Burrard inlet would cost about \$1000m, which again for the 200,000 residents amounts to a subsidy of \$5,000/person. Tolls or other user pay mechanism would definitely have been instituted.

Now the Sea-to-Sky highway improvements amount to about \$600m, which for the 30,000 residents it serves amounts to a subsidy of \$20,000/person (or about \$60,000/household). No tolls or other user pay mechanisms are to be put in place. Why?

Some have pointed to the "Tourism" aspects for the Sea-to-Sky but the same could be said for the Third Crossing. I see a very select group who benefit from the \$600m expenditure - not the least being the holders of real-estate along Highway 99. Why not ask them to pay? Why should people, from other more needy areas, be asked to pay for this project? The numbers just don't make sense. Or do they?

Yours truly,

Corrie Kost
2851 Colwood Dr.
North Vancouver
BC V7R 2R3

cc: FONVCA

Corrie Kost <kost@triumf.ca>

